

SPECIAL EDITION!

What you need to
know about WISLR,
the updated local
roads database



LRSC

Local Roads & Streets Council
Advisory to the Wisconsin Secretary of Transportation

Quarterly Newsletter



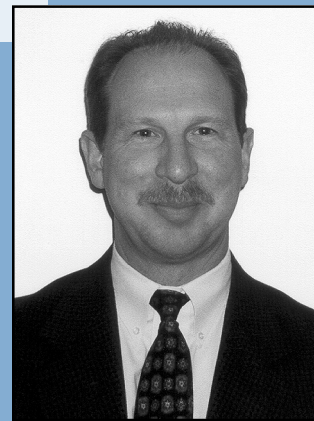
Terry Mulcaby, WisDOT Secretary

Message from the WisDOT Secretary

In order for Wisconsin's economy to remain strong, it's essential that the local roadway system efficiently perform the important role of providing access to local businesses and agricultural centers. To ensure a quality system, state and local officials must be able to measure and assess the condition of local roadways and incorporate this information into future planning and decision-making.

The Wisconsin Information System for Local Roads (WISLR) will take us a long way toward achieving the goal of practical and effective roadway planning and decision-making. Based on recommendations provided by the Local Roads and Streets Council (LRSC), State Statute 86.302(2) was enacted to require municipalities and counties to submit pavement ratings to the Wisconsin Department of Transportation (WisDOT) on a biennial basis beginning December 15, 2001. This information

"Secretary"—continued on page 3



*LRSC Chair Rick Jones,
Commissioner of Public Works, City of Racine*

Message from the Council Chair

State and local governments have long been partners in providing a statewide system of local roads and streets that serve the economic and transportation needs of Wisconsin's citizens. As partners, state and local governments share a portion of the taxes collected and distribute these revenues through various programs (e.g. General Transportation Aids, etc.) in order to assist local governments in maintaining and improving their portions of the roadway system. Government officials and the general public have a vested interest in the quality of our transportation network and in what issues must be considered to maintain and enhance the condition of our local road system.

Previously, the information needed to address these issues was incomplete, at best. In response to these concerns, the Local Roads and Streets Council (LRSC), representing town, village, city

"Council Chair"—continued on page 5

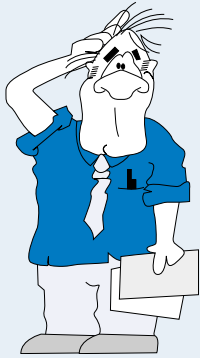
What is WISLR? Why WISLR?

In 1995, the WisDOT Secretary and the LRSC created the Local Roads Database Initiative to modernize the database and mapping system for all local roads throughout the state. With support from the WisDOT Secretary, the project was launched in 1996. The new local roads database, now referred to as WISLR (Wisconsin Information System for Local Roads), will be a web-based data management system — users can access the database using the Internet. The completion of the first phase of this project in late 2001 will provide state and local transportation leaders the ability to enhance decision-making through convenient access to local road data. It is essential that state and local decision makers be able to measure and assess the condition of local roadways and incorporate such information into future planning and decision making efforts — and WISLR helps them do that.

As part of the redesign of the local road information system, local governments will also be responsible for physical roadway attributes within their jurisdiction. This means that local governments will be responsible



for maintaining their inventory data in WISLR. Convenient access to WISLR via the Web will allow locals to update their data as necessary. In addition, based on recommendations provided by the LRSC, State Statute 86.302(2) was enacted to require municipalities and counties to submit pavement ratings to WisDOT on a biennial basis. This information also will be stored in WISLR.



HELP!

I don't know how to use WISLR!

If local officials anticipate having difficulties using WISLR, or if they simply would like to learn more about WISLR and how to use it, they are in luck! During the fall, WisDOT will be coordinating and offering WISLR training sessions throughout the state. More information will become available as the details regarding training dates, times, and locations are firmed up. Stay tuned for more information!

Benefits of WISLR

The primary benefit of WISLR is that it provides local units of government and WisDOT convenient access to local road data in order to enhance local roadway planning decisions. Critical information such as pavement condition rating, road width and length, shoulder information, number of lanes, pavement type, construction year, functional classification, etc. will be readily available through this database. WISLR also allows the user to print reports and maps and edit/update data instantly.

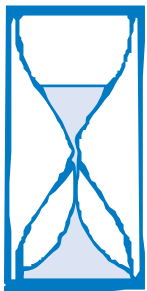
Maximizing the benefit of WISLR will require a “new way of thinking” for many users. WisDOT and the LRSC are committed to ongoing education and outreach to promote effective and efficient use of WISLR data to support decision-making.

Inventory responsibility shifts to locals

In addition to the pavement requirement, the WISLR initiative shifts the responsibility for gathering and recording inventory data on local roadways from the districts to the locals. This means that local governments will be responsible for maintaining their physical roadway attribute inventory data in WISLR, including data on both existing and newly constructed roadways. Locals are not expected to verify all of their inventory data at one time. What is expected is that locals will inventory their roadways in order to verify the existence of local roads (as recorded in the database) and make appropriate changes to the database when/if errors are found. Convenient access to WISLR via the Web will allow locals to update this data as necessary.

December 15, 2001 deadline:

Reminder to local officials



Recently enacted State Statute 86.302 (2) requires municipalities and counties to assess the physical condition of their local roadways and submit the information to the Wisconsin Department of Transportation by December 15, 2001, and biennially thereafter. The information will help state and local governments document local system conditions and needs.

WisDOT has developed several tools to assist local officials in submitting this pavement rating data in an efficient manner. WisDOT is working closely with the University of Wisconsin –Transportation Information Center (UW-TIC) to upgrade PASERWARE, a pavement software package, in order to assist in the electronic transfer of pavement data. For communities that do not use PASERWARE, WisDOT has developed a spreadsheet (in either Microsoft Excel or hardcopy format) to help them catalog and transmit information to WisDOT. WisDOT highly recommends that community officials submit data in electronic format, as doing so will help to maintain the accuracy and integrity of the data.

A letter was recently sent to the chief elected official in each city, village, and town, along with county board chairs and highway commissioners, reminding them of this impending deadline. The letter also provided contact information to obtain the PASERWARE download or appropriate spreadsheet. WisDOT is working hard to provide locals with information to help them meet the December 15, 2001 deadline.

“Secretary” — continued from page 1

will be stored in WISLR and can be accessed by local officials over the Internet, providing accurate, timely and uniform data to assist in planning and decision-making.

I am pleased to recognize the efforts and achievements of the WISLR project and its team members. There is no other state in the nation that has or is currently developing a local roads database that is as comprehensive or thorough as WISLR. The implementation of WISLR is a pioneering effort in the area of local roadway management, once again putting Wisconsin on the leading edge of effective transportation solutions for the 21st century. I’m confident the WISLR database will serve as a key tool in helping manage Wisconsin’s 100,000 miles of local roads and streets.

Terry Mulcahy, Secretary
Wisconsin Department of Transportation

Clarification of terminology

With the recent changes in state statute regarding the pavement rating data submittal process, many new terms and acronyms are being used in order to describe that process and its components — and many of those terms can be confusing. Clarification of the of the key terms may be useful:

PASER-Pavement Surface Evaluation and Rating System:

PASER is the Pavement Surface Evaluation and Rating system and is supported by the University of Wisconsin Transportation Information Center (UW-TIC) and WisDOT. PASER provides a uniform way of determining and recording the physical condition of pavement. It can be used alone or as a decision support application. PASER is one of several different types of pavement rating systems that will be acceptable for meeting the 12/15/01 pavement rating submittal requirement. The other most common acceptable pavement rating system is the Pavement Condition Index (PCI) rating system. See the article “Non-PASER Systems: What do ‘Acceptable’ and ‘Sophisticated’ Mean?” (on page 4 of this newsletter) for more information regarding acceptable pavement rating systems.

PASERWARE-Pavement Management Software:

PASERWARE is pavement management software developed by the UW-TIC that supports planning roadway improvement decisions. PASERWARE cannot be used in conjunction with a rating system other than PASER. PASERWARE versions 2.5 and 2.9 will facilitate meeting the 12/15/01 pavement rating requirement via a “WISLR Report” function. The “WISLR Report” is a report (in electronic format) that contains the pavement rating and location information required by WisDOT. This file can be sent to WisDOT for batch loading into WISLR.

WISLR-Wisconsin Information System for Local Roads:

WISLR is a comprehensive database currently being developed by WisDOT. When it’s completed in August 2001, WISLR will serve as a tool to enable and assist local governments in local roadway management, planning, and decision-making. The WISLR database will contain valuable information to locals including location data, business data (physical and administrative data related to roadways), pavement rating data, and County/Village/Town (CVT) GIS-based maps. WISLR will provide convenient access to current inventory data via the Web (Internet), and WISLR will allow locals to print reports and maps, and give users the ability to update their physical roadway data online.

**For additional questions or clarification, contact
Chariti Gent at 608.266.8165.**

Non-PASER systems: What do “acceptable” and “sophisticated” mean?

Communities utilizing pavement rating systems other than PASER and PCI must submit information to WisDOT for review and approval. This approval process is necessary to ensure the integrity of the data and the compatibility of your community’s system with PASER. In order to understand the rating procedure utilized by your community, WisDOT asks that local officials who do not use PASER provide WisDOT with information that allows them to understand the process and evaluation factors employed by their community’s rating system. An “acceptable” pavement rating system consists of the following:

- ☐ A pavement rating that is a function of pavement distress evident at the pavement surface
- ☐ A formalized rating procedure that includes well defined and standardized definitions that categorize pavement distress in a manner such that a pavement condition rating can be logically inferred based on the distress types and quantities evident at the pavement surface

Non-PASER systems will be evaluated not only for “acceptability” but for “sophistication” as well. A “sophisticated” pavement rating system provides detailed identification and measurement of pavement distress. WisDOT needs to know the sophistication level of the local pavement rating system for non-PASER users so that it can ensure data integrity and compatibility. In order to determine this, WisDOT needs information that includes:

- ☐ Background information (e.g. user manual, literature) on the evaluation system and rating structure. The information should provide WisDOT with enough insight to allow them to rate pavements using your evaluation system.
- ☐ Detailed information on how locals identify and measure pavement distress based on distress type, distress severity, and quantity of distress.
- ☐ Identify the inspection density utilized by that community for rating pavements.

This information should be sent directly to WisDOT.

If your community is a non-PASER user but did not receive a letter from WisDOT regarding your system and its specifications, or if community officials need further information regarding acceptable and sophisticated systems, contact Chariti Gent, at WisDOT, as soon as possible.

**Chariti Gent, WisDOT, 608.266.8165
or email: chariti.gent@dot.state.wi.us**

Pavement rating submittal tidbits:

- ☐ Local units of government are not required to rate the connecting highways in their communities. WisDOT will be rating connecting highways based on jurisdiction. Connecting highway information is not included in the inventory listing or PASERWARE download.
- ☐ Counties are not required to rate non-county roads, however, counties may want to provide technical assistance to local communities that request it.
- ☐ Locals are reminded to submit pavement rating data as soon as possible but no later than December 15, 2001. If locals have *any* questions regarding pavement rating, please contact Scott Bush at WisDOT.

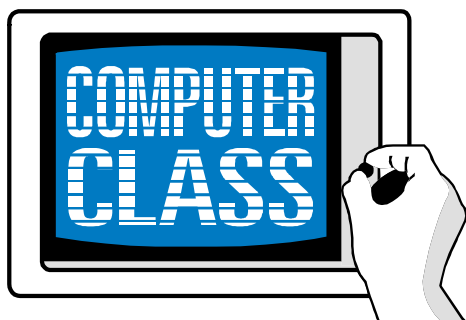
**Scott Bush, WisDOT, 608.266.0254
or email: scott.bush@dot.state.wi.us**

Rating state connecting highways in your community

As locals get out to rate their roads this summer in anticipation of meeting the December 15, 2001 data submittal deadline, they may find that one or several of the major throughways in their community is a state connecting highway. Connecting highways are the marked routes of the State Trunk Highway system passing over streets and highways of any municipality and lying within the connecting highway limits (construction limits). Are locals responsible for rating this road and submitting that data to WisDOT by December 15? The answer is “no.”

Local governments are not responsible for pavement ratings for any connecting highways within their boundaries. Locals should note, however, that several municipal officials have expressed a desire to rate these connecting highways, too. These local officials feel that doing so provides better information for their own roadway management decision-making. Please note that if officials in your community, like these other officials, decide to rate the state connecting highways within your community’s jurisdiction, these ratings are NOT to be submitted to the state — they are to be used only for the municipality’s own planning purposes.

**Questions about rating connecting highways
are to be directed to Chariti Gent at 608.266.8165.**



Upcoming PASERWARE trainings: Local officials — mark your calendar!

If you are a local official interested in attending a PASERWARE course in the future, you should note the upcoming training dates for more information.

Summer PASERWARE v2.5 trainings		Fall PASERWARE v2.9 trainings	
Date	Location	Date	Location
July 16	Brookfield	October 17	Green Bay
July 17	Barneveld	October 18	Brookfield
July 19	Green Bay	October 19	Barneveld
July 24	Rhineland	October 22	Rhineland
July 25	Cable	October 23	Cable
July 26	Eau Claire	October 24	Eau Claire
July 27	Tomah	October 25	Tomah

“Council Chair” — continued from page 1

and county governments, recommended to the WisDOT Secretary in 1996 that the statewide local road database be updated. LRSC members envisioned that this modernized statewide database would contain information on local road conditions, inventory, location, etc. for the purposes of strategic planning and decision-making at the local level. As a result of this local initiative, WisDOT has devoted much time and effort into development of this database, called the Wisconsin Information System for Local Roads (WISLR).

WISLR will have several positive benefits for local officials. First, WISLR will provide a snapshot of the condition of local roads statewide, helping local officials to gauge the quality of their local road system. This ability to quantitatively measure and track the quality of the roads throughout Wisconsin will provide information for determining the necessary steps to adequately

maintain our local roadways. Second, WISLR will give local officials convenient access to important inventory and administrative data about their roads, and allow local governments to regularly update their own data. Third, WISLR will allow locals to print current maps and reports. Finally, WISLR will provide local officials with the information necessary for making more informed planning decisions regarding local roads and streets.

It is my belief that use of the WISLR system to help guide local officials in their roadway management decisions will significantly raise the bar regarding how the system of local roads and streets is managed in Wisconsin. I look forward to the implementation of the WISLR database in August and am certain it will become a very important part of the process for planning and managing local roads.

Rick Jones, LRSC Chairperson
Commissioner of Public Works, City of Racine

If you've got questions, they've got answers

If you need assistance with WISLR, a data download, or have any questions or comments regarding the project, please contact one of the following appropriate individuals.



For questions or requests regarding:	Please contact: Name	Phone Number	E-mail Address
Pavement Rating Questions	Scott Bush	608.266.0254	scott.bush@dot.state.wi.us
Questions on "Other" (Non-PASER) Rating Systems	Chariti Gent	608.266.8165	chariti.gent@dot.state.wi.us
On/At Location Referencing System Questions	Scott Bush	608.266.0254	scott.bush@dot.state.wi.us
Request a Spreadsheet for Pavement Rating Submittal	Diane Phaneuf	608.266.7136	diane.phaneuf@dot.state.wi.us
Questions regarding WISLR	Chariti Gent Scott Bush	608.266.8165 608.266.0254	chariti.gent@dot.state.wi.us scott.bush@dot.state.wi.us
CVT Map Requests	District Local Road Coordinators		
Request a PASERWARE Download	Kelly Schieldt	608.267.9748	kelly.schieldt@dot.state.wi.us
Request a PASERWARE Diskette	Jane Sauer, UW TIC	608.263.3162	tic@epd.engr.wisc.edu
PASERWARE Software Questions	Steve Pudloski, UW TIC	608.262.8707	pudloski@engr.wisc.edu
PASER Rating Questions	Steve Pudloski, UW TIC Don Walker, UW TIC	608.262.8707 608.262.7988	pudloski@engr.wisc.edu donald@engr.wisc.edu

For questions about the LRSC please contact:

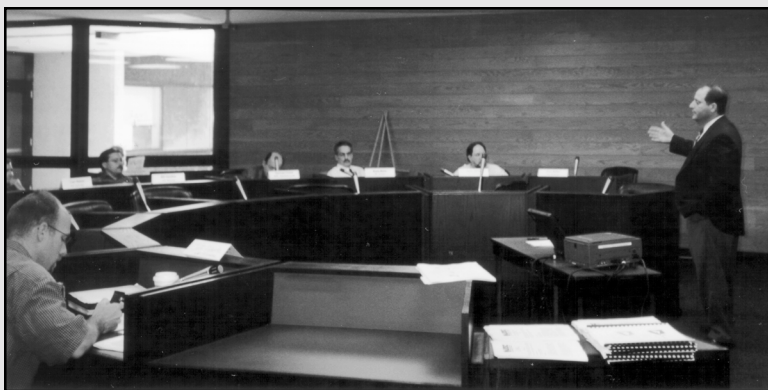
Mary Forlenza, WisDOT Staff Chair
608.264.8724
mary.forlenza@dot.state.wi.us

Rick Jones, Council Chair
262.636.9121
rjones@cityofracine.org

If your community is a non-PASER user but did not receive a letter from WisDOT regarding your system and its specifications, or if community officials need further information regarding acceptable and sophisticated systems, contact Chariti Gent, at WisDOT, as soon as possible.

Chariti Gent, WisDOT, 608.266.8165
or email: chariti.gent@dot.state.wi.us

COUNCIL MEETINGS



From the May 9th meeting:

At left: Joe Nestler addresses the Council regarding WISLR.

Below: Mary Forlenza, Section Chief, BTLR (left) and Joe Nestler, Project Director of WISLR (right).



LRSC 2001 Meeting Schedule

July 11
September 12
November 7

All LRSC meetings are held at the City Council Chambers, Wisconsin Rapids, from 10 a.m. to 4 p.m. For further information please call Jackie Baumgartner at 608.267.0448.

Would you prefer to receive this newsletter via e-mail?

You may request that the LRSC Quarterly Newsletter be delivered to you electronically via e-mail. This is a great way to get the latest LRSC news fast and first! If you are interested, please send an e-mail to Chariti Gent at WisDOT: chariti.gent@dot.state.wi.us.